

WHAT IS CLAIMED IS:

1. A power transmission mechanism of a four-wheel drive vehicle, comprising:

5 a power unit which has an engine and a transmission, in which the power unit is provided between front wheels and rear wheels of the vehicle;

10 a power takeoff shaft of the transmission, in which the power takeoff shaft is provided generally in parallel and in offset with a centerline relative to a width of a body of the vehicle;

15 a differential gear for the front wheels, in which the differential gear is provided centrally relative to the width of the body, and in which the differential gear has an input shaft provided in parallel with the centerline and provided coaxially with the power takeoff shaft;

a front propeller shaft for connecting between a front part of the power takeoff shaft and a rear part of the input shaft of the differential gear;

20 a final reduction gear for the rear wheels, in which the final reduction gear is provided centrally relative to the width of the body of the vehicle, in which the final reduction gear has an input shaft provided such that a front part of the input shaft tilts toward the power
25 takeoff shaft with respect to the centerline; and

a rear propeller shaft for connecting between a rear part of the power takeoff shaft and the front part of the input shaft of the final reduction gear,

wherein the front propeller shaft is arranged so
5 as to be coaxial with the power takeoff shaft and the input shaft of the differential gear, and

wherein the rear propeller shaft is arranged so as to be coaxial with the input shaft of the final reduction gear.

10 2. The power transmission mechanism as claimed in claim 1, wherein the power unit is provided between the front wheels and the rear wheels such that a total length of the rear propeller shaft and the input shaft for the final reduction gear is longer than a total length of the
15 front propeller shaft and the input shaft for the differential gear.

3. The power transmission mechanism as claimed in claim 1, wherein there is further provided a braking device which is mounted on the input shaft of the final reduction
20 gear.

4. The power transmission mechanism as claimed in claim 3, wherein the braking device is a wet multiple-disk braking device.

5. The power transmission mechanism as claimed in
25 claim 4, wherein the wet multiple-disk braking device has a

casing which is integrated with a casing which the final reduction gear has.

6. The power transmission mechanism as claimed in claim 3, wherein the rear propeller shaft is longer than
5 the front propeller shaft.